

EAA CHAPTER

80

NEBRASKA IOWA



NEWS!

Visit Our Web Site
www.EAA80.org

April 2012

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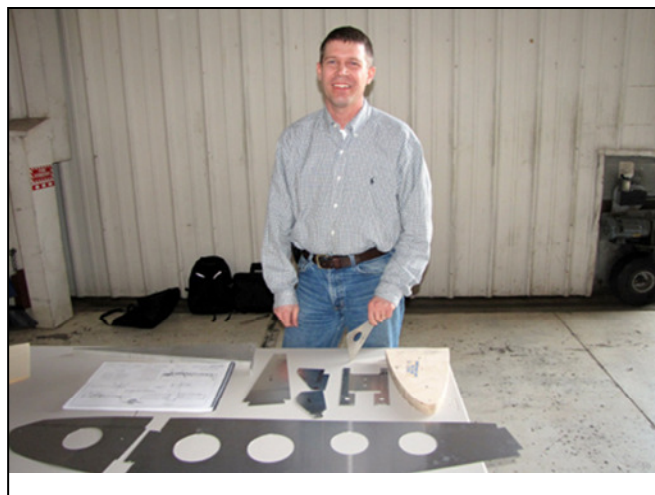
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“FAA - Our Friend”

In the past I have made some comments about aviation issues and our government. I must admit that not all of those comments have been positive or constructive. But, they did allow me to vent some steam which made my wife happy (she gets tired of my complaining). So, this month I thought some positive comments are in order. Now some of you may wonder why. Well, a seed of positive thoughts was planted when I attended the FAA Safety Team briefing “**W a n t e d : A l i v e !** - Reining in the Fatal Accident Rate” at Bellevue West High School last month.

This program discussed the issue of Loss of Control-Inflight (LOC-I) and the common causes for accidents. The presentation covered a lot of issues and situations that most of us were already familiar with, but was a great refresher before the start of the flying season.

They mentioned the WINGS program numerous times during the presentation. In fact, WINGS is one of the FAA programs they highly encourage pilots to get into. This reminded me of the following email I



Brad Schmidt talking about how he used “Water Jet Cutting Technology” to create the parts for his Zenith Zodiac CH650B. See last page for his list of lessons
Photo from Dick Austin.

received from the FAA Safety Team just a few days before. To me this is an example of someone in government trying to make a program better for the users - us.

WINGS is Now Easier than Ever!

These changes, along with several “bug” fixes, were released today!

1. A continuing goal of the FAASafetyTeam is to improve the usability of FAASafety.gov, and particularly the WINGS Program. A new and exciting feature we call **Quick WINGS** is the latest enhancement to improve the usability of the WINGS Program! We are pleased to announce that Quick WINGS, a feature that requires only “one-click” to participate in the WINGS – Pilot Proficiency Program, is now available.
2. The “Give Credit” process in **the Instructor Portal has been simplified**, thus making it even easier for instructors to give WINGS credit for a flight activity.
3. CFIs can print a pilot’s **WINGS Checklist**; all a CFI needs is the email address the pilot uses on FAASafety.gov. This capability is right in the Instructor Portal!
4. We fixed a problem with the way that the **Validate a Credit** was working. Now it will not be so slow and confusing.
5. One frustrating challenge has been the inability to change your own FAASafety.gov email address or password. With today’s upgrade, we have released the initial **Security Questions** feature so that we can begin to capture security questions and answers for all of our users. When you log in the next time, you can create your own list of questions and answers. Just go

to your My Preferences page and click on the Email & Password tab. In the second phase of this project, to be released in the very near future, we will provide you the ability to change your email address or password simply by answering your security question.

The **2012 Safety Standdown** (<http://www.faasafety.gov/standdown/>) page is now available from the Hot Topics area on FAA Safety.gov. Check it out and visit one of the 2012 Safety Standdown activities in your area.

My note: You can get to the Online Courses offered by the FAA Safety team from the above website by clicking on "Courses".

There are many free courses to choose from and some with a cost. I highly recommend you check it out. I applaud the FAA for the efforts they have put into the Safety Team.

Will Kroeger

April Meeting Time & Location

This month's meeting is Monday April 9th at 7PM at Hangar One at Millard airport in Omaha. The airport is still located on South 132nd Street between Q and Harrison. See ya there.

April Program.

We have managed to convince Omaha Approach to send someone to speak to our group. Kelly Knight might talk about their procedures, how pilots can make their job easier, past area emergencies, and safety concerns that they have for general aviation in the area. Also, if you have always wanted to ask them a question, now may be the time.

It is with sadness that I inform everyone of the passing of long time member **Lonnie Davis**. He passed away on the morning of March 14th. He had some health issues in the past and was not able to attend meetings on a regular basis but enjoyed them when he was able to attend.

Please keep Judy in your prayers and thoughts.

EVENTS: (B) - Breakfast / (L) - Lunch

1st Sat	Chapter 1055 (B) (0800-1000)	York, NE
3rd Sat	Chapter 569 (B) (0800-1000)	Crete, NE
Apr 14th	Iowa State Flying Cyclones Annual Fly-in (B) 7-12	Ames, IA
Apr 14th	CAIP Fly-in (B) 8-12 See attached flyer.	Council Bluffs, IA
Apr 21st	Chili fly-in (L) 11-2	Fort Dodge, IA
Apr 21st	K-State University fly-in (B) 7-10 & tour of university	Salina, KS
Apr 28th	Fly-in (B) 7-11	Webster City, IA
Apr 29th	Annual Arbor day Fly-in (B)	Nebraska City, NE

May 5&6th	Sound of Speed Airshow	St. Joseph, MO
May 6th	Fly-in (B) 7-11	Red Oak, IA
May 27	Fly-in & Car show SUX 8-4 Midamericaairmuseum.org	Sioux City, IA
May 31- Jun 3	National Biplane Fly-in	Junction City, KS
June 2nd	Fly-in (B) 8-11	Council Bluffs, IA
June 2nd	Great Planes on the Great Plains Fly-in (B)(L) www.flyhays.com	Hayes, KS
June 3rd	Fly-in (B) 630-1030	Audubon, IA
June 7-10	WACO Club Fly-in	Maryland Heights, MO
June 15-16	Swedish Days Fly-in (D) (B) Friday BBQ 5pm; Sat (B) 7am.	Holdrege, NE
June 16th	3rd Annual Fly-in (B) 7-12	Chariton, IA
June 16th	6K9 Fly-in (B) 7-10	Keosauqua, IA
June 16th	Fly-in (L)	Beatrice, NE
Jun 16-17	Nebraska Airfest & State Fly-in www.nebraskaairfest.com	Norfolk, NE
June 17th	67th Annual Fly-in (B) 7-11	Harlan, IA

Have you read the Nebraska Department of Aeronautics bi-monthly newsletter PIREPS lately? If not, you are missing some interesting stuff. If you had read the Feb/Mar 2012 copy you would know that Council Bluffs now has a LSA SportCruiser for rent. Or read the stories of the latest Inductees into the Nebraska Aviation Hall of Fame. Go to www.aero.state.ne.us and click on the "Get PIREPS here!" line on the bottom of the page to look at past issues. You can also click on "PIREPS" on the top of the page to subscribe.

Fees for digital charts. The FAA will decide this month if they will charge for digital sectional and other charts now provided online. The FAA's justification for charging for charts is, "Safety." Ok, I am going to stay positive and await their decision.

FLY-OUT: Craig Vinopal has started an email list of those Chapter members who would like to be notified of any upcoming FLY-OUT events. What is a FLY-OUT? Well, they are occasions (or good excuses?) when pilot and passenger members get together to fly to a regional airport for lunch, dinner, and adventure. Periodic FLY-OUTs are coordinated by Mike Howard. If you haven't already, please email Craig if you are interested in getting on this list.

**EAA Chapter 80
Official Minutes
March 12, 2012**

The Chapter 80 EAA meeting was held at the Millard airport in the facilities of Hangar One. The meeting was called to order by Vice-President Dale McClure at 7:00 PM. There were 41 members and 2 guests present.

The minutes of the February meeting were accepted.

Treasurers Report: Ed Haffke reports we have about what we had last month, approximately \$8900.00 in the bank. Ed did not give a formal report.

Young Eagles: No report at this time.

Membership Coordinator: Craig Vinopal reported 85% of our members have paid. He will call the unpaid members.

Tech Counselor: Mike Howard stated there is nothing new.

Old Business: T.W. asked about the status of the Wahoo Hangar lease. The building is supposed to be re-roofed by the Airport Authority this year. T.W. stated it needs more maintenance and perhaps we could schedule a work day. Vince Robertson and Ward Combs have both paid their rent on the hangar.

New Business: Treasurer Ed Haffke reported we could save \$500.00 a year on hangar insurance if we remove the television and couch. The consensus was to remove those items. After some discussion it was suggested we have a work day at the Wahoo Hangar on April 14th.

T.W. made a report on the Chapter 80 special tools and discussed a few of them.

It was announced we will need a newsletter editor and a website person in the near future.

It was also discussed that cookies and soft drinks each cost about \$15 per meeting. It was the general opinion that the cookies could be eliminated.

Builders Reports: Doug Humble reported there will be a building project day on March 31. Members are encouraged to visit any or all of these projects.

Doug Humble - Thatcher CX4 (8:30 am to 11:30 am)

4322 N. 153rd St. Omaha NE (H) 402-572-1702 (C) 402-250-9075

Tom Mann - Long EZ (8:30 am to 11:30 am)

4304 N. 153rd St. Omaha NE (H) 402-391-6430 (C) 402-689-9987

Craig Vinopal – Sonex (8:30 am to 11:30 am)

17008 Decatur St. Omaha NE (H) 402-953-2268 (C) 402-289-

Chris Halfman - RV-7A (8:30 am to 3:00 pm)

9917 Idora St. LaVista NE 68128 (H) 402-618-3148 (W) 402-398-7854

Dick Harriman – Waix (8:30 am to 3:00 pm)

1210 Royal dr., Papillion (1/2 block East of 84th St. and Cary St) (H) 402-339-2743 (C) 402 871-8115

Bob Condrey – RV10 (8:30 am to 3:00 pm)

53536 Elrod Rd. Glenwood IA (H) 712-527-2924 (C) 402-651-0402

Raffle: Doug Humble won the raffle and half of \$38.00

Website: www.eaa80.org

Program: Brad Schmidt presented an excellent program on building a Zenith Zodiac. Brad converted the Zenith plans to a digital model using Cad and then had his parts cut to extreme accuracies using water-jet technology. This technology uses 60,000 PSI water to do the work. See www.homebuilthelp.com or Stone Enterprises for more.

The meeting adjourned at 8:26 PM.

Kevin Faris, Secretary

For sale 1/4 ownership in a 1956 Cessna 172 four seat plane. Aircraft is hangared at Millard-(MLE). Aircraft has an STC for auto-gas. Share cost is \$7500.00, hourly rate is \$25.00 dry. Hangar rent (\$150.00 a mo.) and insurance (\$750.00 approx.yr.) are shared between 3 owners (for now). An ideal trainer/first aircraft or time builder. If interested, call Ken Bahr at 402-559-0133.

Possible Cessna 195 Partnership Opportunity!

Have you always dreamed of owning a timeless radial engine, tail wheel, 5 seat aircraft? Me too! I am considering starting a 3 or 4 person partnership in a Cessna 195 that would be based in Plattsmouth, NE (KPMV). The candidate aircraft would be a well maintained and fully IFR capable 195B. The up front cost would be approximately \$25/k per member, \$150/mo/ea fixed cost and \$150/hr wet variable cost. Members would need airplane single engine land, high performance and tail wheel endorsement with 200+ hours total and 40+ hours of tail wheel time (pending insurance approval). If interested, contact Brian Peterson brian@epetersons.com 402-960-0011

*****J3 CUB for sale*****

An Oklahoma 1946 J 3 Cub. It was built on August 7, 1946 and was the 7th one off the line in Oklahoma city, Oklahoma. The rebuild project is 98% complete airplane with many spare parts. It comes with an A65 continental engine (minus the cylinders) and a lot of spare parts. Asking \$15,000. Want the Cub to go to a good home - someone that loves cubs and doesn't intend to build it for resale.

For more info contact Jan Daniels at: Home: 402-493-0789 Cell: 402-670-2375

Or her son Deny at: Pittsspecial1972@yahoo.com CELL: 386-847-4037 (leave a message)

Tail/Strobe Light for Sale.

Bob Cartwright has a Whelen A500A Tail/Strobe light with a Aeroflash Power Supply 152-0007 that was removed from a RV-7 for sale. New \$250, for sale at \$125. See it at the February meeting or call him if you can not wait.



Experimental Aircraft Association
- Chapter 80 C/O Hangar One
12916 Millard Airport Plz.
Omaha, NE 68137-4280

Some Things I have Learned So Far...

- Scratch Building takes a lot of: time, tools, patience, money, etc.
- Everything takes longer than you think it will
- Family time regularly edges out airplane fabrication time
- There are a lot of resources on the web and a lot of helpful, friendly homebuilders
- Hesitation + Overthinking = Long Building Process
- You're gonna mess up a few parts
- Learn from your mistakes
- You have balance being a perfectionist with what is in the range of tolerance
- Keep your building log up to date and current
- A steady pace with move you along faster than infrequent extended sessions

Brad's comments on the lessons he has learned while building an aircraft from plans.
Photo from Dick Austin.